

Today's Advertisement.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MALACCA"
FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, *ex S.S. Isis*.
From Madras, *ex S.S. Lodianna*.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 20th October, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.50

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

MARRIAGES.

On the 7th instant, at the British Consulate,
Kobe, by J. Carey Hall, Esq., H.B.M.'s Consul,
and afterwards at the Union Church, Kobe, by
the Rev. Bishop Foss, Percy HAMILTON
McKAY, to ELSIE, eldest daughter of the
Rev. J. L. Atkinson, D.D.

On the 9th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 10th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 11th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 12th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 13th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 14th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 15th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 16th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 17th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 18th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 19th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 20th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 21st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 22nd instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 23rd instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 24th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 25th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 26th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 27th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 28th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 29th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 30th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 31st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

long-dragged-out negotiations, all pointing
to war as their ultimate result, we find that
far from an army corps being ready to be
despatched to the Cape the moment war be-
came a certainty, we shall have to wait until
Christmas before our men can be in the field.
Somebody must be to blame for this delay;
surely it was somebody's duty to see that pre-
parations were made, and that somebody
should be called to account and made to an-
swer for his fault. We were full of advice to the
Americans when their transport arrangements
broke down, but apparently we did our crow-
ing a little too soon. Our home authorities
should take a page from the book of the
Indian Government; there was no delay in the
despatch of the Indian troops; they were
ordered to go and they went, and probably
saved Natal. The home officials are evi-
dently too much imbued with the traditions
of red tapeism to act promptly and seem to
be inclined to make a mess of the Transvaal
affair as our own officials did with the op-
position to the British occupation of the
Hinterland.

WHAT THE DELAY MAY COST.

This totally inexplicable delay in the
despatch of troops to South Africa from
England is, we think, likely to cost the
British nation dear. Our frontiers must be
left to a great extent undefended owing to the
lack of men, and, as a natural consequence, the
Boers will be enabled to make descents upon
badly-defended points and inflict injuries
which might very well have been avoided
had our authorities not bungled matters so
sadly. True, we have had a rumour to the
effect that the Boers have been repulsed in
an attack upon Mafeking, but it is at best a
rumour and has not since been confirmed.

We know that the Boers have captured and
destroyed one of our armoured trains in the
same neighbourhood, and, as we pointed out
the other day, for all we know to the contrary
Mafeking may be cut off from all communi-
cation with the Cape by means of the rail-
way. Successes such as this, small though
they may be in reality, will encourage the
Boers to persist in their harassing tactics
and will result in our receiving what may
look very much like a defeat during the
opening weeks of the campaign. Owing to
the lack of troops we shall be unable to sur-
round the Boer forces and so force a pitched
battle upon them, with the result that they,
moving to a great extent through a more or
less friendly country will be free to send
small bodies of men here and there in all
directions who will cause endless trouble
owing to our inability to break up our troops
and send equally strong parties in pursuit.

Evidently we are in for a protracted and
most stubborn fight and the procrastination
of the home authorities has not tended to
improve matters in the slightest degree.

THE BASUTO RISING.

The rising of the Basutos against the
Orange Free State cannot be looked upon as
an unequalled advantage to us in the present
war. They will doubtless help to keep the Free
State Boers employed and so leave a little less
work for our own troops, but they cannot be
regarded as desirable allies in civilized war-
fare. They do not know where or when to
stop and will only be content with the exter-
mination of an opposing force. There will be
no mercy shown to the wounded or to non-combatants. Outlying farms will be
attacked and the inhabitants, men, women
and children, massacred in cold blood; home-
steads will be fired and the whole land laid
waste by these savage warriors. And for all
of these acts we, in all probability, shall be
blamed. "Had there been no war between
England and the Transvaal there would have
been no rising of the Basutos," will be the
Boer view of the matter, and therefore Eng-
land will be blamed and proportionately
hated for the trouble which the Basutos
have brought upon the Orange Free State.
Then too, we shall most likely find ourselves
obliged to restore order in Basutoland after
the present campaign against the Boers has
been concluded. The Basutos have not
shown themselves to be a particularly
tractable people, their last rising under
MASERU only coming to an end in February
1898, and so it is not unreasonable to sup-
pose that when we have settled matters to
our satisfaction with the Orange Free State
we may have to go to the assistance of our
erstwhile enemies in order to protect them
from our native subjects. Far from being
of any benefit to us at the present time we
think that the rising of the Basutos is only
too likely to considerably complicate matters.

On the 7th instant, at the British Consulate,
Kobe, by J. Carey Hall, Esq., H.B.M.'s Consul,
and afterwards at the Union Church, Kobe, by
the Rev. Bishop Foss, Percy HAMILTON
McKAY, to ELSIE, eldest daughter of the
Rev. J. L. Atkinson, D.D.

On the 9th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 11th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 13th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 15th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 17th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 19th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 21st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 23rd instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 25th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 27th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 29th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 31st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 1st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 3rd instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 5th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 7th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 9th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
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Guards, Canterbury, England.

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Yokohama, and afterwards at 253, Bluff, A. R.
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Guards, Canterbury, England.

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Guards, Canterbury, England.

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Yokohama, and afterwards at 253, Bluff, A. R.
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Guards, Canterbury, England.

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Yokohama, and afterwards at 253, Bluff, A. R.
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Guards, Canterbury, England.

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Guards, Canterbury, England.

On the 31st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 1st instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 3rd instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 5th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 7th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

On the 9th instant, at the British Consulate,
Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
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Yokohama, and afterwards at 253, Bluff, A. R.
CLARK, Yokohama, to HETTY, youngest
daughter of the late Captain Swain, Dragon
Guards, Canterbury, England.

[Earthquake shocks are also reported from
Matsuyama, Yamaguchi, Kochi, and Ujima.]

The Miller Case.

TOKYO, October 19th.
The trial of the Miller case in the Tokyo
Appeal Court was concluded this morning,
judgement being reserved till 9 a.m. on the
14th instant.

The Emperor's Health.

TOKYO, October 19th.
His Majesty the Emperor, who has been
slightly indisposed from a cold, is now con-
valescent, and resumed his duties as usual to-
day. Marquis Yamagata and Marquis Ito paid
complimentary respects to His Majesty at 11
a.m. to-day.

The Italian Supplementary Tariff.

TOKYO, October 19th.
The Japanese Government has consented to
the application of the Italian Government to
have the term for concluding the Supplementary
Convention extended by six months. The term
given in the Treaty expired on the 1st inst.

Italy and China.

TIENSIN, October 18th.
An Italian warship has arrived here.

The Takano Case.

TOKYO, October 19th.
Judgement on the demurrer of the defendant
in the Takano case was given to-day against
the plaintiff. By this judgement the Court
decides that Count Matsugata is not liable to be
proceeded against as a defendant in this case.

The Crown Prince's Visit.

TOKYO, October 19th.
His Imperial Highness the Crown Prince
proposes to leave Naniwa for Kobe on the
15th inst. in the cruiser *Asama*. At first it was
proposed that all the vessels of the Standing
Squadron should accompany His Highness,
but it has now been decided to send only three,
the *Tokitsuki*, *Takatsuki*, and *Aburahi*. His
Imperial Highness Prince Arisugawa, the
Imperial Household Department, and the
Chief Commander of the Standing Squadron
will embark on the *Asama* with the Crown
Prince. In the event of His Imperial High-
ness visiting Kure while at Maiko, he will go
in a war-ship.

The Accident on the Japan Railway.

TOKYO, October 19th.
The special correspondent of the *Yokohama
Mitsubishi* telegraphing from Utsunomiya
at 2.15 p.m. to-day, states that it has been
ascertained so far that the number of the
passengers on the Japan Railway train, who
were injured in the recent accident, is 40.
Eighteen were killed and about 10 or 20
escaped unhurt. The total number of the
passengers carried by the train was between
70 and 80.

The floods on the Tokaido Line.

TOKYO, October 19th.
The water in the vicinity of Suzukawa on the
Tokaido line has not yet subsided, being still
so deep that it is only two feet below the eaves
of the houses. It is impossible to predict when
the railway service will be resumed. The train
service is connected by boats.

A New Minister to China.

TOKYO, October 19th.
Baron Nishi Tokujiro has been appointed
Minister to China in the place of Mr. Yano,
who has been recalled.
[Baron Nishi was Minister to St. Petersburg
for many years and has been repeatedly a
member of Japanese Cabinets, holding the por-
tfolio of Minister for Foreign Affairs. The last
time he held office was in the last Masugata
Cabinet and he remained Minister during the
Ito Administration.]

Korean Foresight.

SEOUL, October 19th.
The Minister for Agriculture, Commerce and
Industry has recommended to the Council of
State the construction of a railway (Keiben
Tetsudo) from Seoul to Wiju along the banks
of the Yalu. The Council has endorsed the
proposal and obtained the Imperial approval.
The Korean Government, it is said, is unable
to afford the funds necessary for the work, and
it is understood that the step has only been
taken with a view to preventing the demand of
any Foreign Power for a concession to con-
struct the line.

Mr. Cho Pyeng-sik, the Minister for Justice,
has been released from his office, and Mr. Ken
Zai-ko has succeeded to the vacancy.

Conventional Tariff between Japan and Italy.

TOKYO, October 19th.
The principal items of the Convention Tariff
now under negotiation between Japan and
Italy are said to be ribbons, raw cotton, ver-
mouth, oil and paper of the goods exported
from Italy; and habutai silk and other fabrics,
rice, coral and fans of the Japanese goods im-
ported into Italy.

Treaty between Japan and Greece.

TOKYO, October 19th.
The Treaty of Commerce and Navigation
concluded between Japan and Greece has been
ratified and exchanged. The text of the Treaty
will be published in the *Official Gazette* to-
morrow.

The Tidal Wave at Shizuoka.

NAGOYA, October 19th.
On the application of the Governor of Shi-
zuoka, 398 officers and men of the 3rd battalion
of Engineers stationed here proceeded to the
scene of the tidal wave disaster in Shizuoka
prefecture to render assistance in clearing away
the debris.

TYPHOON WARNING.

WARNING FROM MANILA.
The following telegram has been courteously
forwarded to us by U. S. Consul-General R.
Wildman:—

MANILA OBSERVATORY,
October 20th, 11 a.m.
Depression crossing off Bisayas Islands.
Moving westwards.

HONGKONG OBSERVATORY REPORT.
The Observatory report says:—

On the 20th at 11.55 a.m. the barometer has
risen on the E. coast of China, and remains
steady on the S. coast and over the Philippines.
Pressure is high over the interior of China,
slightly low over the Southern Philippines.
Gradients moderate with fresh to strong mon-
soon on the coast, and in the N. part of the
China Sea. FORECAST:—Fresh N.E. winds,
fine.

LOCAL AND GENERAL.

DURING the absence

IMPERIAL DECREES.

12th October.

THE HANGCHOW SILK COMMISSIONERSHIP.

(1) Ching Chuan (Manchu) whose one year's term as Commissioner of the Imperial Silk-loom of Hangchow is about to expire is hereby granted another term of office.

THE PROTECTION OF CHINESE RETURNED FROM ABROAD AND THOSE LIVING IN FOREIGN COUNTRIES.

(2) Since the opening of treaty ports to foreign trade there have been large numbers of our Chinese subjects who have gone abroad to trade, and are still imbued with the love of their country and have not forgotten their ancestral land. This loyalty and patriotism is, indeed, highly commendable. In a former decree we enjoined upon the Viceroy and Governors of our maritime provinces to take all returned emigrants from abroad under their special protection, and defend and protect these men from the extortion and cruel treatment of the like and other Customs stations en route, as well as from local rousties and bullies who might have been attracted by the wealth of those returned from foreign countries. But in our anxiety for the welfare of all our subjects, and especially for those who are sojourning in a foreign soil, as merchants, traders, etc., we hereby command our Ministers accredited to various countries to be alert and on the watch to give every help and protection that may be needed by Chinese abroad, as we ourselves would protect and help them.

14th October.

THE EMPRESS-DOWAGER'S BIRTHDAY.

(1) With reference to the celebration of my birthday anniversary on the 10th day of the 10th moon (12th November), as recommended by the Board of Rites, the project has my sanction, and I, the Empress Dowager, Mee-hsi-tsun-yu, etc., do hereby notify that I will receive the congratulations and ceremony of allegiance of the Court on that day in the Chih-huang Thronehall.

Note.—The term *Chih-huang* means "the Summit of Imperial Supremacy" and the holding of the ceremony of allegiance, etc. in the Throne-hall is significant. Significant also is the suppression of the Emperor's name in the above connection.—*Translator.*

NEW APPOINTMENTS.

Tung Li-kao is appointed Brigadier-General of the Chingling Military Circuit of Chihli province, his former post of Brigadier-General of the Chienyan Military Circuit of Kueichow province being hereby given to Chang Yu-shu.—*N. C. D. News.*

THE NORTH CHINA INSURANCE COMPANY LIMITED.

The following is the report for presentation to the eighth ordinary General Meeting of Shareholders, to be held at the offices of the Company, Hankow Road, Shanghai, on Friday the 20th October, 1899, at 4 p.m.:

The Directors beg to submit for the information of the Shareholders the annexed duly audited statement of the Company's accounts to the 30th June 1899.

1898.—An interest dividend of 3 per cent. amounting to Taels 46,692.61, was declared on the 20th April last, after deducting this and the balance of working account, there remains a sum of Taels 67,660.12. The Directors recommend that Taels 60,000 be transferred from the Reserve Fund, increasing the balance to Taels 127,660.12, which they suggest should be appropriated as follows:—

A Final Share Dividend of 5 per cent. on the Paid-up Capital.

And a Bonus of 10 per cent. upon Contributions to Premiums.

The balance to be retained to meet further liabilities.

1899.—The Balance of the Working Account to 30th June amounts to Taels 270,983.29, which compares favourably with the corresponding period of the previous year.

SALE OF THE PROPERTY.

An advantageous offer for the property No. 10 Hankow Road, having been submitted, the Directors decided to accept it, and have sold the same for Taels 125,000, the sale to take effect from the 1st October of the present year.

The value in the company's books appearing as Taels 50,000, it is proposed to place the surplus of Taels 75,000, less expenses, to the Credit of the Reserve Fund.

It is with great regret that the Directors record the death of Mr. E. H. Lavers, who was connected with the company from its commencement, and for many years as its Chairman.

Mr. Welch retires from the Board, but the remaining Directors, being eligible, offer themselves for re-election.

The auditors, Messrs. White and Wrightson, also retire, but are willing to resume office if re-elected.

By Order of the Court of Directors,
WM. GEO. BAYNE,
Secretary.

SHANGHAI, 10th October, 1899.

NOTES FROM WEIHAWEI.

October 6th.

The Argentine Republic's training ship the *Presidente Sarmiento* spent a few days at Weihaiwei recently, leaving for Kiaochow, Hongkong, Manila and so round the world, on the 3rd instant.

The *Walshen*, one of the new German-built cruisers left on the 3rd instant, after a few days' stay, to rejoin the Squadron at Minato (Tengchow), the new Naval Headquarters of the Peiyang fleet.

Ships in Weihaiwei harbour on the 6th: *Centurion*, leaving on the 10th to join the Squadron in Korean waters; the *Victorious*, the *Orlando*, the *Whiting*, and the *Albatross* shortly leaving for Hongkong.

The *Aurora* and the *Plow* left for Nagasaki on the 5th instant. The former is expected back a month hence. Commander Gaunt, the ex-Commissioner, and his wife left by the *Aurora* for a trip to Japan.

Colonel A. R. F. Doreward, D.S.O., R.E., who arrived by the *Kingsley* on the 23rd ultimo, entered upon his duties as Commissioner on the 2nd instant.—*N. C. D. News Cor.*

VLADIVOSTOK.

A private letter received in Shanghai from Vladivostok, written in September, says:—

There is no news here of any interest. Quarantine regulations are very strictly enforced; for steamers from Cheloo, on account of the plague in Peking, and the regulations are pretty high-handed. Two Chinese, leaving a steamer, the other day, in a sampan, breaking quarantine, were shot by the guard on the steamer. One was killed instantly, the other, and the sampan crew were fatally injured. Anyone thinking of coming here from Shanghai in a steamer, Cheloo may look forward to ten days' quarantine.

DESTRUCTIVE FIRES AT CHANGSHU.

FIVE PERSONS BURNED TO DEATH.

Writing on the 6th instant, the Changshu correspondent of the *N. C. D. News* says:—On Sunday night last, about eight o'clock a fire broke out, just outside the Small East Gate. After the fire, has consumed several houses on one side of the street, it madly rushed across and very quickly destroyed several houses in that quarter. The fire being on both sides of the street all passage was blocked. Some of the buildings had no back entrance, so to escape many had to run through the gauntlet of fire. The result was five persons were burned to death. One woman, whose husband was burned, went mad a short time afterwards. The shrieks of the dying were most pitiful. The fire, at about the same time, another fire made its appearance and also made its effects felt. This was outside of the South Gate. No lives were lost, but much property was destroyed. The Chinese are sorely in need of some system of waterworks as well as many other things. Their gongs, flags, and yelling of the mob have no effect on fires.

THE BOCCA TIGRIS PORTS TO BE REARMED.

Kang Yi's departure for the North from Canton has again been delayed, says the *Huapao*. A secret edict having been received by him on the 9th instant to inspect carefully the great fort at Humen, at the entrance of the Pearl River (Bocca Tigris). It is intended, according to a Peking report, to use the money collected by Kang Yi in Canton to strengthen and increase the number of high power guns at Humen, as it is believed that the Canton Government is to preserve her independence.

SHANGHAI.

THE OLD AND THE NEW.

Once upon a time it was an accepted belief in Shanghai, as deeply engrained in all residents as the Mohammedan formula of "Allah is Allah" is in the minds of the citizens of Mecca, that Shanghai differed in all respects from the rest of the globe. That in fact there were but two factors to be thought of: the Rest of the World, on one side, and Shanghai on the other. Did any benighted stranger propose the slightest of innovations the answer was at once ready: "Oh, you do not understand Shanghai, my dear fellow." And so the world got on very well without Shanghai, and Shanghai without the world. But the world is a queer place and lately it has taken into its head to look into old places, and just for the fun of the thing upset their favourite apple carts.

Oom Paul down Transvaal side had got some such idea in his head, and it took the practical form of making the Outlander uncomfortable. Paul had his own ideas of governing, which were very good in the old days of a score or so of years ago, but they did not suit the new comers who had been outside Johannesburg and thought they knew a little too. It was very unkind of the world, but the world has got a way of its own, and when it is its is re-stated with it, simply shrugs its shoulders, and says it could not help it. Now lately the world has begun to have a special interest in Shanghai. It is bombarding it in fact as it did the Transvaal. It wants to open it up and to make it what it calls civilized. It opened Oom Paul's diamond mines, and set to dig out his gold. Shanghai, the entrance to China, and the company promoter, the gold miner, the railway engineer, and the silk weaver, are all on the *gai* side of Shanghai, or at least the remains of Old Shanghai, would like to follow the example of Oom Paul and shut them out. It would like to have streets or not have them at its own sweet will. If it likes the plague or cholera, why should it be snubbed against its will? In a weak moment it let in gas and gas was followed by water. Some of its swells thought to cut a dash, alas! by riding in carriages instead of trusting to the old and well tried wheelbarrow; then an unknown individual got a kickshaw from Japan, and then Chinese got carriages of their own. So much came of once opening the flood gates. But worse was to come. Gas brought the electric light, and the electric light brought the telephone, and our skyline was disturbed by unsightly poles and wires at all angles. And for this what did we get? We have good-mac-damised roads, it is true, but we can't drive along them without being disturbed with a manner of depressing sighs—brokers in shabby traps utterly regardless of life or limb, fresh with dirty coolies regardless of our finer senses; and women of all nationalities and in all costumes, regardless of the first principles of propriety. Then we have a public band, but who goes there? Look here, we have a ball to a drill hall, where we can if we like give a ball to a couple of thousand but where we must hobnob with skippers and engineers, with store-keepers, and managers of every degree. Verily Shanghai is fallen from its high estate, when princely taipans lorded it over dishevelled clerks, when palatial residence and magnificent messes were the rule, and as yet the *hot pot* were not.

And now they would add one straw more, and introduce trams!

Such have been the subjects of conversation in more than one household in Shanghai during the week, and such is a fair specimen of the arguments used. Let us take warning in time. The world will not wait on us; whether we like it or not we must in the end swallow the bitter pill the sooner we make up our mind to do it the better. We have now the ball at our feet; we can control affairs and turn them to the best advantage; to-morrow we may have to surrender at discretion, and find that our resistance has made our lot the more bitter.—*Mercure.*

THE TIDAL WAVE.

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Had the wind continued half an hour longer, she must inevitably have dashed to pieces, as her engines had just been taken to pieces to be cleaned, so that it was impossible to make use of them.

The yachting fleet suffered severely. The *Surprise* dragged her moorings, fouled the *Abnati*, and the two drifted together down upon the *Shamrock* and *Tiania*, which they sank. The *Surprise* and *Abnati* then broke away from each other, and the latter, steering an independent course, made for the *Stella* and carried away her mainmast, while the former sank. Capt. Oswin's new 21-metre, finally fetching up a few yards from the breakwater. The *Wellington* also dragged her moorings and fetched up close to the breakwater. The *Nita* was swamped and the *Ally Sloper* went down.

While the typhoon was at its height, the waves washed over the Bund, and the din made by falling tiles and "loose ends" generally was startling. Numerous sampans are floating station upwards in the harbour and elsewhere, but so far we have not heard of any loss of life.

Later.

THE TIDAL WAVE.

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of the great danger from the south would first partly the burghers, and then compel them to exert their utmost efforts to keep their own country safe from a fearful attack. We do not rely upon mere hearsay, but guaranteed facts when we say that in the early days of 1896, when orders were sent to some district commanders to get their men ready for possible work in aid of the Transvaal, some of those responsible military officials absolutely refused to allow a single burgher to go north, on the ground that the force under their command was already inadequate to the task of guarding their own frontier against the Basutos.

CONVENTION OF 1884.

PARTICULARS OF THE FAMOUS TREATY WITH THE BOERS.

As every one knows, both Mr. Chamberlain and President Kruger rest their rival cases with equal obstinacy on the Treaty of London, signed in 1884. "The Convention," says Mr. Chamberlain, "confers on Her Majesty's suzerainty over the Transvaal." It does nothing but what she has already done. "I assert that it does," replies Mr. Chamberlain. "I say no," answers Oom Paul. "Will you fight?" inquires Mr. Chamberlain. "I don't care if I do," retorts the President.

Now there first was a Treaty of Pretoria, agreed to in 1881, and it consisted of a preamble and many articles. The preamble ran:—

"Her Majesty's Ministers for the settlement of the Transvaal Territory do hereby undertake and guarantee that from the 8th day of August, 1881, complete self-government, subject to the suzerainty of Her Majesty, her heirs and successors, will be accorded to the inhabitants of the Transvaal Territory upon the following terms and conditions."

The terms and conditions gave the British Government great power over the Transvaal. In 1884 a new Convention was entered into. This certainly does not mention the world's suzerainty, but Mr. Chamberlain argues, with great force, that the preamble of the first treaty was intended to continue in force, as the new preamble speaks of substituting certain articles for the old articles, but says nothing about putting an end to the 1881 preamble.

This Convention of 1884 was signed by three British and three Transvaal Ministers, and was confirmed by the Rand. It says:—

"Whereas the delegates of the Transvaal State have represented that the Convention signed at Pretoria in 1881 imposes burdens and obligations from which the said State is desirous to be relieved, and that the south-western boundaries should be amended: And whereas Her Majesty has been pleased to take the said representations into consideration: Now Her Majesty has been pleased to direct that the following articles of a new Convention shall be substituted for the articles embodied in the Convention of August 3, 1881:—

Article I.—It is very long and deals solely with the boundaries.

II. In this the Transvaal binds itself not to trespass beyond the boundaries laid down.

III. Arranges for the residence of a British representative at Pretoria or elsewhere.

IV. It is in this article the suzerainty is implied. It says:—

"The South African Republic will conclude no treaty or engagement with any State or nation other than with the Orange Free State, nor with any native tribe to the eastward or the westward of the Republic until the same has been approved by Her Majesty. Such approval shall be considered to have been granted if Her Majesty's Government shall not, within six months after receiving a copy of such treaty, have notified that the conclusion of such treaty is in conflict with the interest of Great Britain."

V. And VI. deal with the Transvaal debt to Great Britain.

VII. protects residents loyal to England in the late war from punishment.

VIII. In this article the Transvaal agrees to hold no slaves.

IX. provides for complete religious liberty.

X. The Transvaal agrees to give every facility for the care of the British burghers buried there.

XI. declares invalid all grants of land made outside present boundaries.

XII. ensures the independence of the Swazis.

XIII. provides that the Transvaal will not tax British imports higher than those from other countries.

XIV. This article has also given rise to disputes. It says:—

"All persons with their families, except natives, will have full liberty to enter, travel, or reside in any part of the South African Republic. They will be entitled to possess houses, factories, shops, etc. They may carry on commerce, manufacture, or through their agents, and they shall pay no more taxes than any one else."

The remaining articles, up to the twentieth and last, deal with the buying of land by natives, the freedom of Britishers from military service and a few other things.

And this is the famous treaty that is causing all the trouble.

SHIPPING REPORTS.

Captain Fowler, of the steamship *Phra Chom Klad*, from Bangkok, via Koh-si-chang, reports:—Fine weather throughout.

Captain Frigast, of the steamship *Meefoo*, from Shanghai and Amoy, reports:—Moderate E.N.E. winds and sea, lightning breeze towards port.

Captain A. E. Hodgins, of the steamship *Haiching*, from Coast Ports, reports:—Moderate to fresh N.E. winds, fine and clear throughout. Steamers in Swatow:—*Pakshan, Taiwan, Prosper, and Victorious.*

NOTANDA.

CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.982

Thermometer.....76.2

Humidity.....71

Rainfall.....5.794

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer.....30.16

Temperature.....76

Humidity.....77

Rainfall.....75

TO-DAY.

Friday, 20th October, 1899.

Chinese—17th of 9th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 30min.

Sets.....5hr. 37min.

High water—Morning.....10hr. 30min.

Afternoon.....4hr. 30min.

Low water—Morning.....3hr. 30min.

Afternoon.....3hr. 0min.

TO-MORROW.

Saturday, 21st October, 1899.

Chinese—17th of 9th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 30min.

Sets.....5hr. 37min.

High water—Morning.....10hr. 30min.

Afternoon.....4hr. 30min.

Low water—Morning.....3hr. 30min.

Afternoon.....3hr. 0min.

ANNIVERSARIES.

1805—Battle of Trafalgar.

1861—Evacuation of Canton by the British forces.

1877—The Shanghai and Woosung railway closed by the Chinese Government.

1897—The British Government informed the United States that they would not open the Indian Mint.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Annam) 22nd inst.

Australian (Changsha) 22nd inst.

Australian (Canton) 24th inst.

American (Canton) 24th inst.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------|--|------------------------------------|
| TAMBA MARU J. W. Wade | MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. | To-MORROW, 21st October, at Noon. |
| KASUGA MARU E. W. Haswell | NAGASAKI, KOBE and YOKOHAMA. | To-MORROW, 21st October, at 4 P.M. |
| HAKUAI MARU W. Nishimura | YEDIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WU-HAI, CHEFOO, CHENGLUPO & NAGASAKI. | THURSDAY, 26th October, at Noon. |
| YAWATA MARU A. E. Moses | MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | FRIDAY, 27th October, at 4 P.M. |
| KAWACHI MARU J. T. Thompson | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID. | FRIDAY, 3rd November, at Noon. |

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS.

THE VICTORIA DISPENSARY, HONGKONG.

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SICK HEADACHE, CONSTIPATION,
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IMPAIRED DIGESTION,
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ANNUAL SALE SIX MILLION BOXES.

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KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
and
35, WATER STREET, YOKOHAMA

36, DIVISION STREET, KOBE, Hongkong, 15th March, 1898. [42]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

F. BLACKHEAD & CO.,
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PRAYA CENTRAL HONGKONG,
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LAUNCHES,
&c., &c., &c.

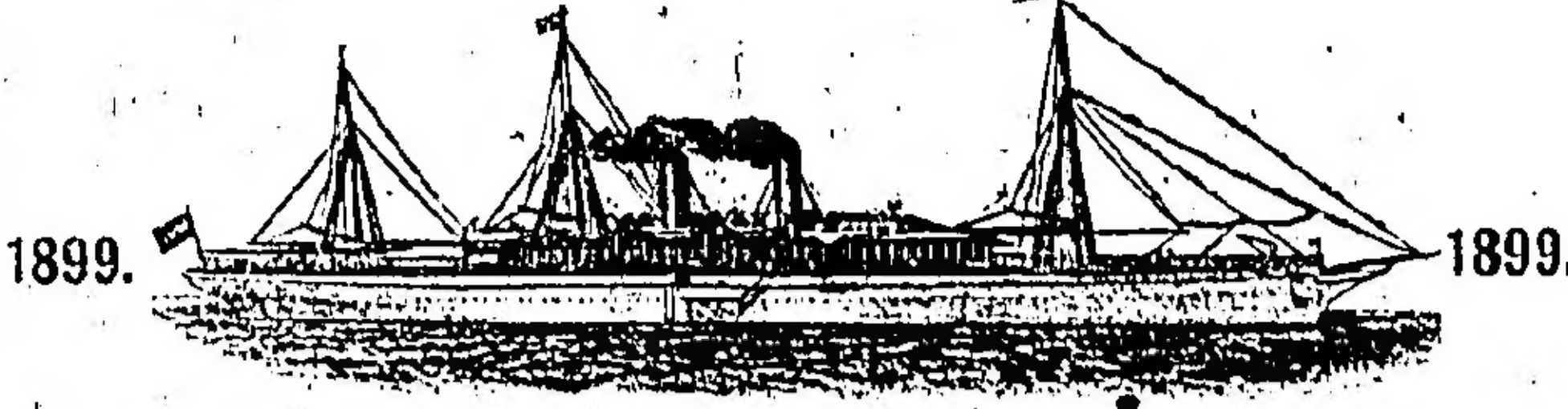
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WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH AND CLOCK
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MARINE GLASSES and SPYGLASSES.
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Mails.

CANADIAN PACIFIC RAILWAY COY'S
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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close-connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Polder's Street. [3]

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------|---------------------------------------|---|
| SUEVIA | MARSEILLES, HAVRE & HAMBURG. | 12th November, Freight. |
| Frick | (LONDON with transhipment in HAMBURG) | About 19th November, Freight and Passage. |
| *SIBIRIA | (LONDON with transhipment in HAMBURG) | About 28th November, Freight. |
| BAMBERG | HAVRE and HAMBURG. | About 10th December, Freight and Passage. |
| Mayer | (LONDON with transhipment in HAMBURG) | About 24th December, Freight. |
| *KONIGSBERG | HAVRE and HAMBURG. | About 10th December, Freight and Passage. |
| Christiansen | (LONDON with transhipment in HAMBURG) | About 24th December, Freight. |
| AMBRIA | HAVRE and HAMBURG. | About 24th December, Freight. |
| Burneister | (LONDON with transhipment in HAMBURG) | About 24th December, Freight. |

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

| | | | |
|-----------------|-------|--------|---------|
| Thyra | 3,406 | Sunday | Oct. 22 |
| Garmarthenshire | 2,929 | about | Nov. 15 |
| Strathgyle | 5,023 | about | Dec. 15 |
| Carlisle City | 3,002 | about | Dec. 31 |

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on SUNDAY, the 22nd October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 18th October, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|--------------------------------|
| *Onsang (via Nagasaki, Kobe & Yokohama) | Wednesday, 25th Oct., at Noon. |
| *Algon (via Moji, Kobe, Yokohama & Honolulu) | Tuesday, 21st Nov., at Noon. |
| China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 16th Dec., at Noon. |

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899. [1]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire ... 3,567 | G. E. Elliott | Oct. 28.
Queen Adelaide ... 2,832 | F. McNair ... Nov. 18.
Saint Irene ... 3,877 | W. Altner ... Dec. 9.
City of Dublin ... 3,328 | J. R. Kac ... Dec. 30.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie ... 3,777 | J. Murray ... Nov. 11.
Monmouthshire ... 2,874 | W. A. Evans ... Dec. 23.
Abercrombie ... 3,777 | J. Murray ... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 19th October, 1899. [4]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|-------------------------------|
| Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 4th Nov., at Noon. |
| Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Thursday, 30th Nov., at Noon. |
| Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) | Saturday, 23rd Dec., at Noon. |

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899. [12]

TELEGRAMS.

(From Australian Papers.)

A Diabolical Suggestion.

LONDON, September 20th.
The Daily Telegraph states that warnings have been received in Johannesburg and elsewhere in the Transvaal that the Boers intend poisoning the water-courses with cyanide.

The Strength of the Boer Forces.

LONDON, September 20th.
The Standard and the Johannesburg Digges News state that the Field Cornet of the Transvaal and the Orange Free State report that 52,000 burghers are ready to take the field.

Men who are well acquainted with South Africa estimate that half that number would be a truer estimate.

German Opinion.

LONDON, September 14th.
The German semi-official Journal, the Berliner Post, recommends President Kruger to yield to the British demands, as the Transvaal's future cannot justify European strife.

The Belgrade Conspirators.

LONDON, September 25th.
The trial of the men charged with being concerned in the plot to assassinate ex-King Milan, of Serbia, has been concluded. Giuro Kenevitch was sentenced to death, and the other conspirators to terms of imprisonment of from five to 20 years.

LONDON, September 26th.
Giuro Kenevitch has been shot. M. Pasich, a Radical leader who was among those sentenced to terms of imprisonment, has been pardoned. The trial is regarded as a mockery and the sentences are considered to be shameful.

The Vanderbilt Inheritance.

LONDON, September 25th.
The New York Herald states that the late Mr. W. K. Vanderbilt, the American millionaire, left 10,000,000 dol. to each of his children and apportioned the balance of his fortune of 50,000,000 dol. between his two youngest sons.

Disappearance of confidential Naval Signal Books.

LONDON, September 25th.
Two confidential signal books have disappeared from the Naval Depot ship Marlborough, at Portsmouth.

Political Crisis in Austria.

LONDON, September 25th.
The Austrian Government has resigned, having lost the confidence of its supporters.

Dundee Lockout Ended.

LONDON, September 24th.
The strike of 18,000 operatives and the lock-out of 40,000 employees at Dundee have ended.

Icebound for 27 Months.

LONDON, September 22nd.
The whaler *Fra* has been icebound in Hudson's Bay, North America, for 27 months. The crew were in a starving condition when rescued.

Admiral Montojo Disrated.

LONDON, September 22nd.
Admiral Montojo, formerly commander of the Spanish Navy at the Philippines, has been tried by court-martial on the charge of surrendering Cavite, near Manila, to the United States forces. He was ordered to be deprived of promotion and placed on the reserve list.

Launch of the "London."

LONDON, September 22nd.
The first-class British Battleship *London*, of 15,000 tons displacement, built at the Government dockyard, Portsmouth, was successfully launched to-day.

Poisonous New Zealand Cheese—Soldiers Poisoned.

LONDON, September 22nd.
Three soldiers have died suddenly at Aldershot from the effects of ptomaine poisoning, after having partaken of some cheese. The cheese is alleged to have been traced to a shipment from Waimatuku, New Zealand, brought to London by the steamer *Yanagi*.

After an analysis of the cheese had been made, the War Office authorities forbade the supply of New Zealand cheese until after the adjourned inquest on the bodies of the victims on October 12. The New Zealand Government will be represented at the inquiry.

LONDON, September 23rd.
Other soldiers at Aldershot besides the three who died suddenly have been affected by ptomaine poisoning following upon the eating of cheese which is alleged to have been shipped from New Zealand.

There are now 20 men in the hospital.

Terrible Earthquake.

LONDON, September 21st.
A most severe earthquake occurred at Aidin, in Asia Minor. Hundreds of people were killed.

This Year's French Vintage.

LONDON, September 21st.
Official departmental reports state that there has been an abundant vintage in France this season, the yield of fruit being large and the quality splendid.

A Baby Farmer Punished.

LONDON, September 18th.
Amy Douglas, the Chingford baby farmer, has been sentenced to five years at the Old Bailey.

Death of the Racehorse Ironclad.

LONDON, September 18th.
The famous racehorse Ironclad has died at Illinois, U.S.A.

A Corner in Wheat.

LONDON, September 19th.
It is reported from Chicago that the Armour-Ware Commission Company is organising a corner in wheat.

The hundred yards Swimming Championship.

LONDON, September 19th.
J. H. Derbyshire, the English champion swimmer, has defeated the Australian swimmer F. C. V. Lane in a race for the 100 yds. Championship at Sunderland. Derbyshire won by 2 yds. in 60 2/5 sec.

A Costly Strike—£1,000,000 Lost.

LONDON, September 18th.
The Cleveland (U.S.A.) tramway strike is costing the company and injury to trade the strike has cost £1,000,000.

STRANDING OF AN O.S.K. STEAMER.

The *Osaka Asahi* states that on the afternoon of the 28th ult., the O.S.K. steamer *Ichikawa-maru* stranded close to the red buoy at the entrance to the port of Tamsui. The passengers, who numbered 33, were rescued by the steam launch of the water police and landed. The water at the place where the steamer is stranded is about 6 feet at low tide. The draught of steamer being a little over 14 feet, she may be floated at high tide, if the weather continues favourable. Her cargo is about 800 tons, including some timber, and about 50 or 60 tons were discharged on the night of the same day (28th ult.).

THE CRUSADE AGAINST DOGS AT NAGASAKI.

"Common Sense," writing to the *Nagasaki Press* on the 3rd inst., says:—"The police notice in your yesterday's paper concerning the slaughter of dogs should read:—All dogs found in the streets will be slaughtered unless chained, muzzled, and leg-ironed. Neither condition alone is apparently sufficient. Yesterday afternoon the favourite dog of a foreigner was in the street wearing a brass collar, with lock and owner's name, and securely muzzled with a brass wire muzzle. Yet a policeman, assisted by several coolies armed with cudgels, chased and attempted to slaughter the poor brute, which only escaped with its life by reaching its home with a broken fore leg. The police actually followed the dog into private property, and it was only the timely arrival of a servant that saved the animal from destruction. From this, it would appear that a dog is not safe inside private ground, although muzzled. On a complaint being made at the Police Station, apologies were tendered, and it was stated inquiries would be made; but neither sorrow nor inquiries will mend the poor brute's leg or pay the bill for veterinary attendance.

"In Occidental countries, if a dog is securely muzzled, this is a sufficient guarantee for its safety, and the officials here should follow the example of the Occident, especially in the killing of the animals, for the method adopted here is very inhumane and inflicts unnecessary pain. All right-minded persons will admit the necessity for the suppression of stray dogs in this town, but surely it is not asking too much for the authorities to discriminate between the dogs and those whose owners have taken the trouble to conform to the police regulations on the subject. In conclusion, all new police regulations should be advertised in due course."

THE LIGHTING OF NAGASAKI.

Prior to the new Treaties, says the *Nagasaki Press*, the expense of lighting the lamps in the Foreign Settlement had always been defrayed by the foreign residents, subscriptions being raised yearly for that purpose. With the advent of the Treaties it was thought that the lighting of the Settlement would be undertaken by the Municipal Council. The matter was duly placed before the municipal authorities, who, however, signified that owing to lack of funds they were only prepared to take over the five lamps along the Bund. Lamps in other thoroughfares therefore will have to be lit at the expense of private individuals or by subscription as heretofore. The lighting of the five lamps on the Bund was commenced by the authorities on the 1st inst.

A JAPANESE MILITARY OFFICER FOR THE TRANSVAAL.

TOKYO, October 4th.
It is reported that the Japanese Government will dispatch a military officer to the Transvaal, should hostilities break out between the Boers and the British, of which in official circles here no doubt is entertained. In view of the steady development of affairs in the Far East, the Army Department is actuated by a strong desire to see the real strength of the British Army, of which comparatively little is known by the Japanese General Staff. The fact that there are two military men—one a Colonel and the other a Captain—attached to the Japanese Embassy in London is a sign of what importance the Tokyo Government places on Army matters in England. As the present arrangement goes, an officer will not be specially dispatched to England from Tokyo, but one of the officers stationed in London will be ordered to the Transvaal—*Nagasaki Press*.

THE TOKYO ELECTRIC TRAMWAY.

The Tokyo Electric Tramway scheme seems to be meeting with all sorts of obstruction, says the *Asahi Chuo*. According to a verbatim paper, the latest opposition comes from Dr. Kikuchi, the President of the Tokyo Imperial University, who objects to the tramway passing in close proximity to the University building. It is supposed that Dr. Kikuchi fears that the current used for driving the tramways will interfere with the delicate apparatus in the University's laboratory. Probably it is the noise, however, that the doctor objects to, for certainly the running of the cars on an electric tramway, to say nothing of the gong, can make sufficient noise to be a nuisance.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the AMERICAN CLEMENT, HUMBER and GLADIATOR CO. L., DUNLOP TYRES'S BICYCLES—PRICE \$150.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD, Watson's Building.

DUMINY & CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or.....\$80
Carte Bianco.....\$100
Billery.....\$120
Demi Sec.....\$140
Chateau de Charmilles

M. OFFENHEIMER & Co., Paris.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA,"
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 20th October, 1899. [1315a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th October, 1899. [1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.
This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th October, 1899. [1292a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SZECHUEN,"
Captain Hall, will be despatched as above TO-MORROW, the 21st instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th October, 1899. [1316a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th October, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 19th October, 1899. [1324a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW,"
will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KANGCHUCK, SAMSHUI, SHIHING and TAIKING.

Both Vessels have Superior Accommodation for Saloon Passengers, including Sleeping Berth and Meals.

HONGKONG to SAMSHUI, Single Fare.....\$10.00
Return Fare.....17.50
HONGKONG to WUCHOW, Single Fare.....\$20.00
Return Fare.....35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th October, 1899. [1307a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHOYSANG,"
Captain Bowker, will be despatched as above on TUESDAY, the 24th instant, at 4 P.M.
This Steamer has Accommodation for First class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th October, 1899. [1318a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain Tadd, will be despatched as above on WEDNESDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th October, 1899. [1321a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as above on WEDNESDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1277a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGVLL,"
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.
S.S. "ST. JEROME" to sail about 15th Nov.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1899. [941a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched on SATURDAY, the 28th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on SATURDAY, the 28th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1899. [1319a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 11th October, 1899. [1268a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"
Captain Pulford, will be despatched on TUESDAY, the 31st October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1899. [1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"
Captain Bari, will be despatched as above on TUESDAY, the 14th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th October, 1899. [1283a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I. American Ship

"ST. MARK,"
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to
ARNOLD, KARBERG & CO.,
Hongkong, 20th September, 1899. [1198a]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS

Bordeaux, 1892. Paris, 1889.

LIQUOR

OF THE REVELEND FATHER

A. KERMANN.

This ELIXIR is employed with success to restore the FORGOTTEN OF THE STOMACH AND FACILITATES THE DIGESTION.

Tonic Wine

Of the Rev. Father A. KERMANN

MORE-KINA OF DR. GÖLZ

CREME DE MANDARINE

AVELINE ANTHETT SUPERFINE

Apply to

LAENDLER & Co., Paris.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHIUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Ocean* and *Himalaya*.

From Italy, ex S.S. *Thames* and *Ceylon*.
From Australia, ex S.S. *Australia*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 14th October, 1899. [1258a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"POSEIDON,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—
From Trieste, ex S.S. *Erz. Fr. Ferdinand* transhipped at Bombay.
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 14th October, 1899. [1287a]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAVERN"

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the

